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JOINT PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

AMUR SHIPYARD 199

KOMSOMOLSK, USSR



NAVY



CIA

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DoD

HTA/JM-10/58

22 JULY 1958

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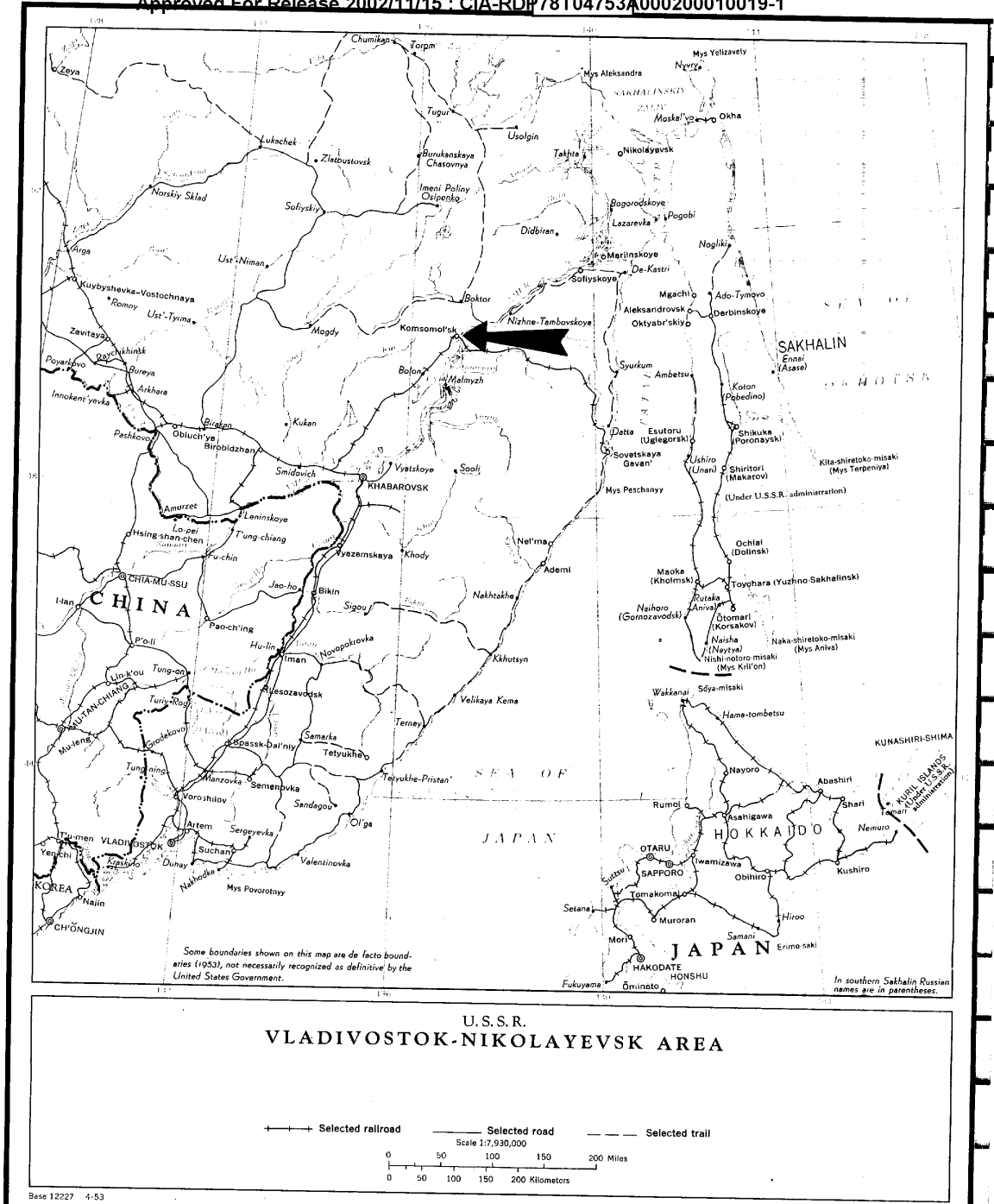
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## I. INTRODUCTION

This Joint Navy-CIA Memorandum has been prepared to satisfy DNI (OP-922H1F) Projects 10-58 and 17-58, and CIA Requirement RR/HTA/E/R36/58 requesting the following information concerning Amur Shipyard 199, Komsomolsk, USSR:

- (1). Evidence of submarines under construction or conversion for guided missile launching, including tank-type missile hangars, and/or inclined ramps, peculiar (hull) shapes, and folded-wing "missiles" on submarine decks.
- (2). Evidence of missile handling and launching equipment on surface ships for both surface-to-surface and surface-to-air missiles.
- (3). Evidence of a separate building facility with extremely heavy security measures, or isolated fitting-out piers that would indicate nuclear powered submarine or surface ship construction.
- (4). Detailed description of Amur Shipyard 199, with annotated graphics.

## II. SUMMARY

Only one submarine (possibly SHCH-IV class) was observed in the shipyard. It does not appear to be configured for guided missile activity.

No naval surface vessels were observed which were undergoing configuration for guided missile activity.

No heavily secured separate building facilities or isolated fitting-out piers were observed that would indicate construction of nuclear powered submarines and/or surface ships.

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### III. LOCATION AND SIGNIFICANCE

Amur Shipyard 199 is located on the west bank of the Amur River, in the central-southeast section of the city of Komsomolsk. The city is situated in the Khabarovskiy Kray, approximately 343 nautical miles above the mouth of the Amur River, and 164 statute miles northeast of Khabarovsk.

Amur Shipyard 199 is the principal shipbuilding yard for the Soviet Pacific Fleet and the largest shipbuilding center in the eastern USSR. The design and arrangement of facilities indicate greater emphasis on ship construction than on repair. Fitting-out may take place here or at the naval yard at Vladivostok. Kirov Class CL's [REDACTED] have been constructed in the largest covered building dock. Submarines, destroyers, and merchant vessels of comparable dimensions can be built in all three covered building docks.

### IV. SUBMARINE ACTIVITY

Only one submarine was observed in the shipyard. It is located between two linear groups of lift pontoons in the launching basin approximately 780 feet southeast of the largest covered building dock (see figs. 2 and 3). The submarine appears to rest on the floor of the basin, between the pontoons. It has an over-all length of 200 feet, and a maximum beam of 20 feet. From the above dimensions and the shape and midship position of the conning tower, the submarine appears to resemble the "SHCH-IV" class.

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From the configuration of the hull (plan view, fig. 1), it appears that some of the plates forming the after part of the pressure hull have been removed. This is the closest approach to a 'peculiar (hull) shape' shown by the submarine. Further study shows that there is no evidence of a tank-type missile hangar, inclined ramp, or folded-wing "missile" on deck. It appears that the possible SHCH-IV class submarine is in the process of being scrapped rather than undergoing conversion for guided missile activity.

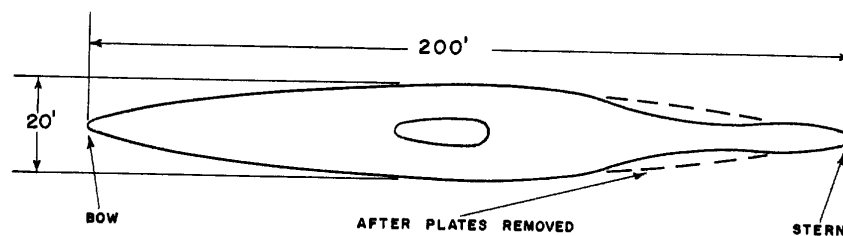


Fig. 1. Plan view of possible "SHCH-IV" class submarine showing after hull plates removed. Outline of hull and conning tower are approximate.

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#### V. SURFACE SHIP ACTIVITY

No naval surface vessels were observed which appear to be under construction or conversion for guided missile launching.

The following surface vessels were observed at the shipyard at the time of the photography, [redacted]

##### Merchant Ships

Dry Cargo Ships . . . . . one, 180 feet long  
Ore Boats . . . . . two, each 320 feet long  
Tankers . . . . . two, each 265 feet long

##### River Craft

Ferries, railroad . . . . . four, each 310 feet long  
Ferries, passenger . . . . . three, 170 feet, 140 feet, and 115 feet long  
River boats, side-wheel . . . . . two, 180 feet, and 170 feet  
Dredge, stern-well, bucket-type . . . 300 feet long  
Tugs . . . . . five, 220 feet, 170 feet, 2-160 feet, and one 130 feet long  
Barges, self-propelled . . . . . eleven, 1-190 feet, and 10-140 feet long  
Barges, towed . . . . . six, 2-200 feet, 1-190 feet, and 3-170 feet long  
Transporter drydock (probable) . . 360 by 55 feet  
Fifteen to twenty small river craft

##### Harbor Equipment

Floating Cranes . . . . . six, 5-jib, and 1-double A-frame, cantilever boom, reach 60 feet

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## VI. SHIPYARD FACILITIES

Amur Shipyard 199 covers approximately 315 acres. All production, repair, and storage areas are well served by rail spurs. The shipyard is well developed and has a great degree of self-sufficiency, with production restricted only by its physical location and weather conditions. Vessels can be launched only during the six-month ice-free period from May through October, with navigation on the Amur River limited to a period of about 150 days. A minimum depth of 16 feet is maintained in the Amur River by dredging. Pontoons are required to move vessels over shoals and sand bars. During winter months, vessels may be repaired on the floor of the launching basin.

For purposes of discussion the shipyard may be divided into the following functional areas. These areas and the major components of each are identified on figure 2 and described in the accompanying key to annotations.

- A. Administration.
- B. Storage (open and covered).
- C. Workshops (includes the production of most ship components, with the exception of propulsion and heavy machinery).
- D. Shipbuilding (includes three large covered shipbuilding docks, launching basin, watertight gate, and pump house).
- E. Filtration (probably supplies treated water to ships and to the plant boilerhouse).
- F. Ship Repair and Fitting (includes port administration area, an 800-foot quay, five short piers, a ship basin, a channel to the Amur River, and a breakwater).

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### KEY TO ANNOTATIONS

#### A. ADMINISTRATION

1. Administration building, 370 by 65 feet.

#### B. STORAGE

2. Storage area, approximately 1700 by 350 feet, containing eight storage buildings; two 190 by 85 feet, two 150 by 40 feet, and one each 190 by 75 feet, 190 by 65 feet, 190 by 40 feet (under construction), and 160 by 40 feet. Rail served.
3. Open storage area, approximately 2000 by 1100 feet, served by three rail spurs.

#### C. WORKSHOPS

4. Fenced area, 370 by 265 feet, containing two small buildings (possibly communications).
5. Hull fabrication building, 360 by 350 feet, with a one-story workshop 350 by 30 feet on the northwest side. Two rail tracks enter.
6. Plating shop, 275 by 95 feet.
7. Pattern shop, 530 by 110 feet.
8. Hull fabrication building and mold loft, 530 by 210 feet, with one through rail track. Bridge crane along west end of building, 560 by 100 feet.
9. Two machine shops, 390 by 170 feet, and 250 by 190 feet.
10. Hospital, 170 by 65 feet.
11. Messhall, 230 by 175 feet.
12. Electric and plating shops, T-shaped; 300 by 150 feet, and 250 by 240 feet. One rail track enters.
13. Foundry, 450 by 130 feet, with addition 265 by 55 feet on west side. Two rail tracks enter.

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14. Machine shop, 425 by 340 feet. Two rail tracks enter.
15. Workshop, 190 by 125 feet over-all.
16. Boilerhouse, 210 by 170 feet.
17. Machine shop, 290 by 260 feet over-all. Two rail tracks enter.
18. Machine shop, 250 by 120 feet.
19. Condenser building (for adjacent boilerhouse), 170 by 55 feet, with two condenser units.
20. Forge, T-shaped, 220 by 150 feet, and 210 by 130 feet. One rail track enters.
21. Probable engine parts building, 320 by 75 feet. One rail track passes through attached shed.
22. Lumber processing building, 390 by 95 feet over-all.
23. Sawmill, 140 by 30 feet.
24. Dry kiln, 150 by 125 feet over-all.

D. SHIPBUILDING

25. Air compressor building, 150 by 75 feet, with attached building 210 by 30 feet.
26. Covered shipbuilding docks, 615 by 450 feet and 75 feet high, with one-story workshop 425 by 30 feet on southwest side. Probably contains three graving-type docks, each approximately 435 feet long and [REDACTED] Each of the three doorways is approximately 80 feet wide. One rail track enters.
27. Covered shipbuilding docks, 825 by 425 feet and [REDACTED] feet high, with one-story workshops measuring 425 by 30 feet and 210 by 30 feet on northwest and southwest sides. Probably contains four graving-type docks, each

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approximately 540 feet long and [ ] Two rail tracks enter.

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28. Covered shipbuilding docks, 975 by 265 feet and 100 feet high, with one-story workshops, measuring 275 by 30 feet, and 240 by 30 feet on northwest and southwest sides. Contains two graving-type docks, each approximately 710 feet long and [ ] Each of the two doorways is 65 feet wide. Two rail tracks enter.

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29. Launching basin, approximately 1325 feet long by 425-935 feet wide. Basin contains the following vessels and equipment:

One possible SHCH-IV class submarine, 200 feet long by 20 foot beam.

One railroad ferry, 310 feet long by 65 foot beam.

Six lift vessels, each 150 by 30 feet.

Two groups of ship transporting pontoons, each 65 by 20 feet.

30. Deep section of launching basin, approximately 1200 feet long by 130-230 feet wide (excavations for probable enlargement underway).

31. Watertight gate, caisson type, 85 feet long.

32. Pump house, 190 by 55 feet, for filling launching basin.

#### E. FILTRATION

33. Water filtration area, probably to supply ships and plant boilerhouse. Contains the following facilities:

Filtration beds, 300 by 150 feet over-all.

Four water tanks; three with 30-foot diameter, one with 40-foot diameter.

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Two buildings, each 85 feet square, and three smaller buildings.

F. SHIP REPAIR AND FITTING

34. Workshop, 340 by 140 feet.

35. Bunker, 95 by 80 feet.

36. Storage area, contains one storage building 140 by 60 feet, plus nine small storage-type buildings and quantities of unidentified material stored in the open. Area is served by four dead-end rail spurs, three 580 feet long, and one 1400 feet long.

37. Port administration area, contains the following:

U-shaped administrative building, 120 by 30 feet, with two wings each 85 by 30 feet.

Probable POL tank, 55 feet in diameter.

Storage building, 130 by 40 feet.

Eight other small buildings.

Quay, 800 feet long, served by one rail spur. One jib crane along edge of quay, probably on rails.

Five finger piers, each 100 by 10 feet.

Basin, approximately 2700 by 1400 feet.

Channel, from basin to Amur River, approximately 830 feet long by 265 feet wide.

Breakwater, approximately 1950 feet long by 130 feet wide. Probably stone and earthen mixture, faced with stone.

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## VII. REFERENCE DATA



### Map Data:

ATMP: 0204-9998-0-25A, 1st Ed., Dec 1953  
0204-9998-100A, 2nd Ed., Dec 1953

### References:

CIA. CIA/RR 43, 22 Sept 1954  
Army, FEAF. Special Report No. 78, 15 Dec 1954  
Navy, ONI 46-62, Mar 1955

Coordinates: 50°33' N/137°02' E

B. E. Number:



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**AMUR SHIPYARD 199**  
KOMSOMOLSK, U S S R  
50° 33' N 137° 02' E

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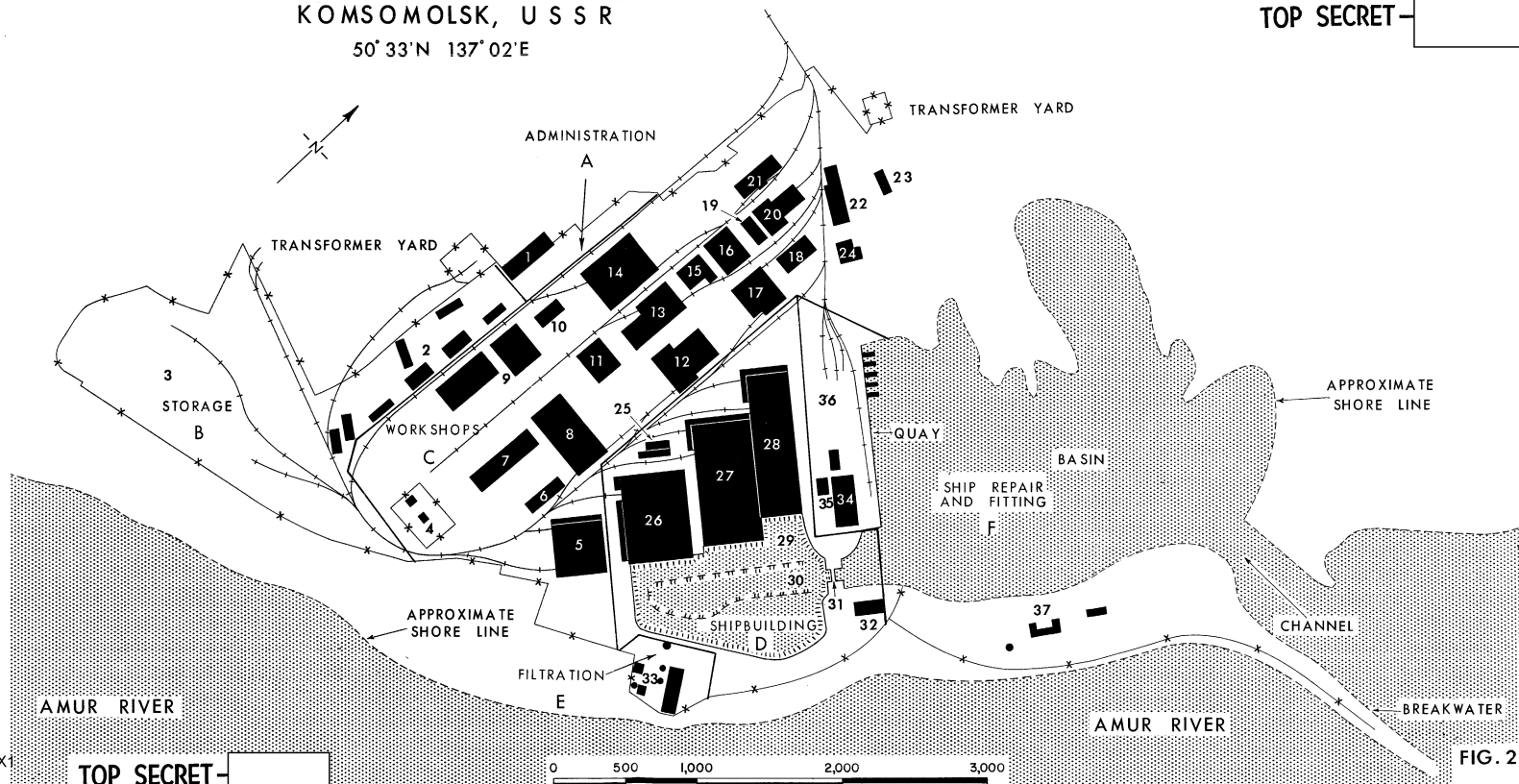


FIG. 2



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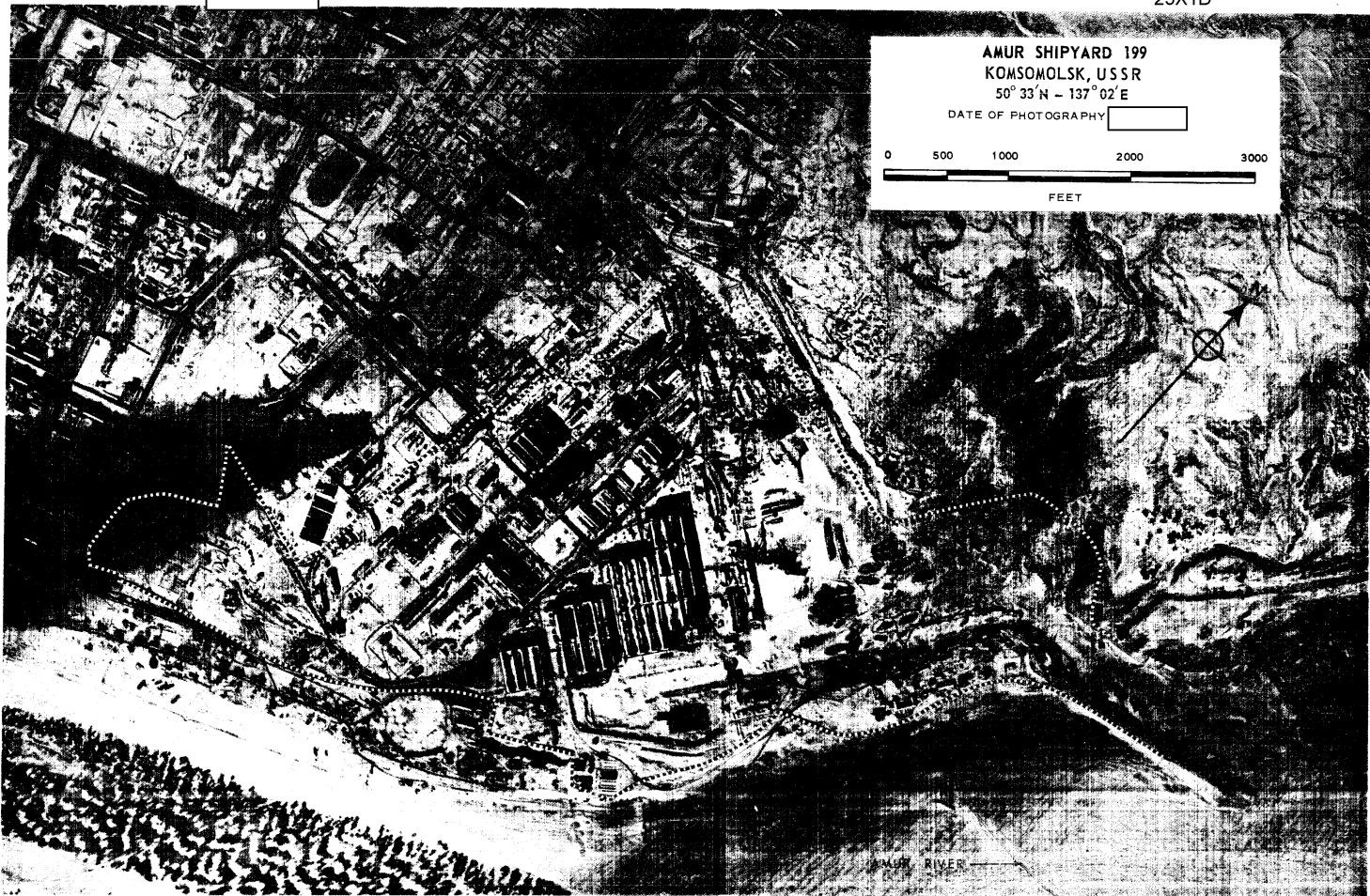


FIG. 3

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